Commercial Aviation

Hanover you see French, German, Danish and British crews sitting around an enormous communal coffee-pot during the "wee sma' hours." Politics don't exist, but the warm camaraderie of airline men is much in evidence—as well as a quiet mutual pride in the fact of being among the international "upper ten"—of *night*, not day, pilots.

One of the outer marker beacons for the Croydon approach system has caused consternation in an adjacent village, where the four masts and the hut cause people to believe that it is a secret listening post of either the G.P.O. or the B.B.C. designed to mark down those who have no licences. Some wit has named the place "Q. Gardens," which further puzzles the natives who see the name on the gate. This is a pleasant quip, having reference, of course, to the "Q" code, of which QBI is the best-known example. Other useful "Q" code groups are QRL? meaning "Are You Busy?" (which may be used infuriatingly during obvious rush periods), and QRM? ("Are You Being Interfered With?"). Answer: "Yes, by an eagle. Can't you hear him pecking at my cockpit window?"

A. VIATOR.

ASKANIA IN ENGLAND

Well-known Range of Navigating and Other Instruments Now Available in this Country

DURING many generations the Germans have been noted for their ability to produce precision instruments and for a long time almost every scientific device came from that country. In the aircraft world Askania have made an exceptional name for themselves and the fact that Rollason Aircraft Services, of Croydon, have now obtained the sole rights for their instruments in the British Isles may have important results.

For sale in this country the Askania instruments will, of course, be graduated in our style and the prices for the whole range will be distinctly competitive.

Most interesting of all—and certainly to transport operators—is the latest type of electrically heated pilot head. This is both neat and light and can be obtained either in leading edge or strut attachment form, the latter being without the otherwise necessary shank. The head consists of a simple small-diameter tube, faired off at its rear end, within which is a second tube, the end of which projects into the small annular recess at the forward end of the outer, or static, tube.

This recess is the only operating part of the head which is in direct contact with the airflow, and the heating element is built into its surrounding wall. The necessary aperture in the inner, or dynamic, tube does not face forward, but is cut in its side, so that portions of ice or snow cannot enter directly. In this recess the pressure is built up, while behind the wall at its rear is the chamber which supplies, so to speak, the static conditions necessary for the recording instrument to make its comparisons.

The multiplicity of electrical and other gadgetry on the modern transport machine makes it more and more necessary for at least one compass to be placed elsewhere than in the direct view of the pilot and it would seem that the distant-reading type will come into greater use. The Askania people produce an example of this type of instrument the repeater for which is operated by compressed air in a very simple manner. An elliptically centred disc moving with the magnet system of the master compass—which is placed in the tail of the machine, or in any other convenient position—restricts or regulates the flow of air through nozzles, and this restriction, by a differential action, moves the dashboard indicator needle. A dash-mounted course-setter enables the pilot to turn the whole compass and its container in relation to the needles and the disc. All he does is to wind the dial of this setter until the necessary bearing is indicated and then to fly by the indicator. Since this has only one mark the strain of course-flying is considerably lessened.

Needless to say, the Askania Company produces all the usual navigating instruments, including such things as a sensitive altimeter and a rate-of-climb indicator, as well as barometric and wind-speed recording instruments and the like.

The Short Series

BY a strange trio of transcription and printing errors which occurred coincidentally in one and the same paragraph, three of the Empire boat registration series were given incorrectly in the issue of April 1.

The offending groups should have read: *Cavalier*, ADUU; *Castor*, ADUW; and *Capella*, ADUY.

K.L.M.'s New Terminal

ON April 5 K.L.M. Royal Dutch Air Lines opened their large new offices at Horseferry House, when a large party of agents and Press representatives were entertained. Amongst those present were Lt.-Col. Sir Francis Shelmerdine and Mr. Ivor McClure of the Air Ministry, as well as a number of diplomatic and consular officials, both Dutch and Swedish—for the new K.L.M. office is also the London departure station of Swedish A. B. Aerotransport.

Mr. J. de Vries, K.L.M.'s commercial manager, represented Mr. A. Plesman, and in the course of a speech of welcome to the guests he pointed out that it was only three years since new premises had been opened by K.L.M. in the same building, but such had been the growth of traffic that the offices now being opened were three times as big, accommodated three times the staff and were designed to deal with three times as many passengers.

Air transport people were impressed not only by the spaciousness and convenient layout of the passenger reception hall, but also by the care with which such practical details as luggage handling benches, entrances and exits for passengers, comfortable lounges and writing tables, and so forth had been designed. The scheme of decoration is similar to that at the head office of K.L.M. at The Hague. It is modern, light and clean—an important point in grimy London. Much use has been made by the Dutch architect, Mr. Roosenberg, of chromium, glass, scarlet leather and a pleasing shade of blue. Tulips, sent from Holland by air on that day, were handed to all the ladies present.

A good impression of the atmosphere of the new K.L.M. terminal is given in this picture of the main hall.